



**VILLAGE OF BARTLETT
BIKE AND RUN PLAN ADVISORY COMMITTEE
AGENDA**

**BARTLETT MUNICIPAL CENTER
228 S. MAIN STREET
September 28, 2023
3:00 P.M.**

1. Roll Call
2. Approval of July 20, 2023 meeting minutes
3. Public Comment (may be emailed in advance to planningdivision@bartlett.il.gov)
4. Old Business / New Business
 - a. DuPage Forest Preserve District Update
 - b. Park District Update
 - c. Bike Path Maintenance Update
 - d. Bicycle Friendly Communities Update
 - e. Active Transportation Alliance's Recommendation Memo
5. Adjournment - Next meeting December 28, 2023



**Village of Bartlett
Bike and Run Committee Minutes
July 20, 2023**

CALL TO ORDER

Chairman Adam Hopkins called the regular meeting of the Bike and Run Committee to order at 3:00 p.m.

ROLL CALL

Present: A. Hopkins, J. Goetz, D. Palmer, J. Doherty

Absent: B. Krall

ALSO PRESENT: D. Harper, N. Talarico, K. O'Brien

APPROVAL OF MINUTES

A motion was made to approve the minutes of the March 23, 2023, meeting.

Motioned by: A. Hopkins

Seconded by: D. Palmer

ROLL CALL

Ayes: A. Hopkins, J. Goetz, D. Palmer, J. Doherty

Nays: None

Abstain: None

Motion carried.



Village of Bartlett
Bike and Run Committee Minutes
July 20, 2023

PUBLIC COMMENT:

Chairman A. Hopkins asked if there were any comments from the public. **Kathy Granzow** 1179 Buttercup Lane stated that my first issue is the path along Struckman Boulevard, it really needs attention. There are a lot of divots on that path in front of Bartlett High School. Second is, what is the update on the tier 1 route 59 IDOT plan and will there be an overpass? **A. Hopkins** I think there is going to be an underpass on Rout 59. **K. Granzow** I would also like to thank you for the Bartlett Road add-on that now accesses the Prairie Path. Who is responsible for placing bike racks downtown? Jewel does not have a back rack. I would like to be able to park my bike there. **A. Hopkins** maybe staff can reach out to Jewel. **D. Harper** we do not have an ordinance that requires bike racks, but we do encourage bike racks to be installed for new developments. It is specified for the downtown district, but not for any other districts, it is just a suggestion. For private companies like Jewel who have been here for many years, we can suggest it. I recommend that you speak with the manager at Jewel about that. **K. Granzow** are there any plans for a bike race like the Kickstand Race in Bartlett like we had a few years ago? **Terry Witt** 471 S Western Avenue stated that the new owner of Spin Doctors has a lot of experience with planning bike races. In fact, he has organized a bike ride for every Wednesday. As far as myself, I am participating in 2 programs. One program is Ride Less Bike More and the other is I Can Bike There. You can record your ride and take pictures and then send those pictures to be shared. **Bruce Hendricks** 4465 S. Western stated, I would like to some identify methods to promote safety in Bartlett. Kids do not wear their helmets anymore and it is such a poor decision not to wear a helmet. Also, people need to stay on the paths. I have had people yell at me to stay on the path, but the problem is, some of the roads are much smoother than the paths and that is what draws people to the roads. Some of the paths, especially the path near Ruzicka Park, the Bartlett Library and horse farm path are just too jarring and those need to be prioritized.

OLD BUSINESS/NEW BUSINESS

D. Palmer there are bicycles and pedestrians trying to use Naperville Road during the construction and I know the builder is obligated to build a path there, but that will not happen for 2 to 3 years. **D. Harper** we can reach out to the developer and see what they can do to prioritize that path. **A. Hopkins** what is the update on the path and Route 59 underpass. I know we had to get approval from Metra and other entities. **N. Talarico** stated, I am in communication with the engineer for that project. He has made an effort to keep the bike path between Maryville and Park Place clear. In the past few weeks, IDOT has commented on that underpass and those comments have been forwarded to D. R. Horton and they are working through those comments now and IDOT has reviewed that. I think it is going to be a battle to keep a temporary path there. Their engineer did tell me that they would like to get that bike path paved by the time school starts. There are utility conflicts there. I think it is fair to ask D. R. Horton what their scheduled is for that bike path. They will be starting the second phase of that subdivision north of the railroad tracks and that bike path will connect through the railroad tracks. The developer is working on the grade crossing with the gates and the funding for that. Spaulding from Naperville Road west to Lambert Road is going to have a 4-foot-wide path with double yellow striping. We will also freshen up some of the crosswalks. I would anticipate that being done this fall. The South Bartlett Road bike path from Pipers Lane to the ComEd right-of-way will go to bid in August and the construction contract awarded in September with a completion date by this winter. That is the tentative schedule. The only item that will affect that schedule would be DuPage County permitting, but we are not affecting much of the right-of-way, so I am hoping that goes alright. Hopefully, that will also be this year. **Bruce Hendricks** asked, could we do something like what they do in Chicago with the Bike the Drive and close down parts of the downtown area?



Village of Bartlett
Bike and Run Committee Minutes
July 20, 2023

A. Hopkins we could look into doing something like that. **J. Goetz** we had Active Trans do all of the marketing for the Kickstand Classic and that was a great event. Active Trans organized that, but they backed out because they did not make enough money. Active Trans runs the Bike the Drive on Labor Day Weekend. We could reach out to them, but if they are not willing to do it, which I am guessing they would not be, we may have to run Kickstand Classic in-house. Maybe we could couple that with National Night Out next year. **D. Harper** I think that is something we can put our agenda and talk about.

DUPAGE FOREST PRESERVE DISTRICT UPDATE

J. Ortega stated that the North Central DuPage Regional Trail segment along Munger Road is complete.

PARK DISTRICT UPDATES

No update from the Park District.

BIKE PATH MAINTENANCE UPDATE

N. Talarico stated that a section of the Newport Trail has been paved heading south to Stearns Road and the plan is to finish the rest of that up to Stearns Road this season. Pavement preservation on the paths that we just resurfaced in-house will be done this fall with our road program. The Brewster Creek Business Park paths are still being working on for permits with Cook County because they want to bring that all the way up to W. Bartlett Road, so that is ongoing and that is why work is stalled there for the time being, but that is still scheduled to be completed this year. **A. Hopkins** is there anything we can do with Schick Road? **N. Talarico** the section west of the Bartlett High School from Petersdorf Road to Schick Road is actually a township road, but if there are issues east of Petersdorf Road that would be the Village. **A. Hopkins** maybe we can get in touch with Wayne Township to do something with that path. **J. Goetz** when does Public Works start looking at next year's projects? Will the Bike and Run Committee be involved in that or is that something that staff would be involved in? **N. Talarico** we do try to plan for what is next, but projects like the South Bartlett Road Bike Path that need to be designed and go out for bid, we do not have any projects like that. We do striping every year and if that is something that the committee would like us to continue to do, we can do that. We will be doing Spaulding Road and Struckman Boulevard this year. Also, sections for the Newport Trail have been re-paved heading south to Stearns Road. I believe the plan is to finish the rest of that up to Stearns Road this season. Pavement preservation of the paths that we have just resurfaced in-house will be done this fall with our road program. The Brewster Creek Business Park paths are still being worked on for permitting with Cook County because they want to bring that path all the way up to West Bartlett Road and that is why work is stalled there for the time being, but the tentative schedule is still to complete that this year unless we hear otherwise. **A. Hopkins** is there anything we can do with Schick Road? **N. Talarico** the section west of Bartlett High School from Petersdorf Road to Schick Road is actually Wayne Township's Road. If there issues east of Petersdorf Road, that would be the Village. **A. Hopkins** we can reach out to Wayne Township and to see if they can help out there. **J. Goetz** when does Public Works start thinking about next year's projects and would this committee be involved in that or is that done by staff? **N. Talarico** there is always a plan for what is next. We stripe every year and will continue to do that. If the committee feels that online bike paths need to be done, we will continue do that.



Village of Bartlett
Bike and Run Committee Minutes
July 20, 2023

BICYCLE FRIENDLY COMMUNITY DISCUSSION

D. Harper stated, village staff completed a draft application to be recognized as a bicycle friendly community by The League of American Bicyclists. That application was drafted with the help of an assortment of public entities, Village departments and community members. The intent of this application was to highlight our community's assets as well as not being shy about what our weaknesses are and to provide a more well-rounded snapshot of our current bicycle infrastructure and what we still need to improve on. I think the highlights of our application are the 32-1/2-miles of existing bikeways with additional miles planned for the future, our existing funding allocated to the expansion and maintenance of our bikeways and the adoption and implementation of our Bartlett and Streamwood Bike and Walk Plan. The weaknesses that the application pointed out as we answered "no" include greater public education and partnerships with the school district or any other public volunteer organizations, regular bicycle education, and adopting a Safe Routes to School program. I was on a zoom call with the Federal Government last week and they have a pretty robust grants program for Safe Routes to School and we are investigating that and will try to get routes. That would involve the participation of School District U-46. I have reached out to U-46 about the money that is available and we are working on that application. Other items are community-wide bicycle encouragement programs. We talked about races, events and coordinating with National Night Out. I think those are all great ideas and would beef up this application as well. We do not have a universal bicycle parking design standard. I think if we did a bicycle parking design standard and got an ordinance and made that a requirement for new construction that would help us greatly as well as adopting complete streets policies with performance measures and a vision zero action plan with the safe system approach. I was not familiar with the safe system approach. That is a specific style of vision zero. Since the concept of vision zero has different branches of how people think that objective can be accomplished and the League of American Bicyclists promotes the safe systems approach school of thought. The good news is that all of these things can be addressed, it is just a matter of time and energy with village staff and with community members. Overall, I think we had a good first go at it. These applications have different levels of award criteria. The best is platinum and it goes down to gold, silver, bronze and then honorary mention. The feeling I am getting while talking with the League of American Bicyclists and neighboring communities is that we would probably be in the honorable mention level, maybe the bronze level. Bronze level is our goal. The deadline to submit this particular application is August 30, 2023. However, we can keep the application open indefinitely and submit when we feel the time is right. We have time on our side if we want to beef up the application, but if we want to submit now, the advantage would be that we could get feedback from the League of American Cyclists. Once we get their feedback, we can operate under the direction of their feedback, but if we delay, we will be making improvements not knowing how the improvements will be scored. I would like for you to make comments and review the application. We could submit the application in August so that we get comments and feedback to help direct us towards the next steps or we can keep working on it, implement some of the public programs. Realistically, I think we could get the bicycle parking standards in place and the U-46 partnership. I am looking for direction from this committee. Would you rather submit the application by the August 30, 2023, deadline or submit later when we think we have a more rounded out application? **J. Goetz** I would prefer that we submit the application by August 30, 2023, to get their feedback. Some of these programs that we are talking about could take years, so I would prefer that we apply now and get feedback even if we only get the honorary mention category. Can we submit again in a couple of years? **D. Harper** yes. If we submit now and receive honorary mention that would be a good result. We can then act on the feedback for a 2-to-3-year cycle and resubmit the application and maybe



**Village of Bartlett
Bike and Run Committee Minutes
July 20, 2023**

receive bronze. **A. Hopkins** I do not have any issue with submitting now. I think it is a really good idea. **D. Harper** staff will go over the application again before we submit. **A. Hopkins** can we also get input from the Village Board before we submit the application? **D. Harper** yes, we can do that.

A. Hopkins asked for a motion to adjourn.

Motioned by: A. Hopkins

Seconded by: D. Palmer

Motion passed by unanimous voice vote.

The meeting adjourned at 3:47 p.m.

Memo

To: Bike and Run Committee Chairman and Members
From: Tyler Isham, Assistant Director of Public Works
Subject: **Bike Path Maintenance Plan Update**
Date: September 21, 2023

Each fiscal year, the Village allocated a grand total of \$40,000 to bike path repairs, maintenance and other projects; \$30,000 from the Village and \$10,000 from the Park District. The current fiscal year budget for resurfacing bike paths was increased to accommodate for the resurfacing of the South Bartlett path. Village staff, along with grant funding, are utilized whenever possible to push those dollars as far as possible. Staff utilize past plans and the Bike and Run Committee (BARC) recommendations to plan for the fiscal year.

Per the request of the Bike and Run Committee, Public Works looked at the maintenance plan that has been previously shared with the Committee. This plan was modified to account for less patching, and more resurfacing of entire paths with in-house crews. Costs utilized in the estimates were for complete resurfacing if completed by a contractor. The current estimate to resurface all bike paths within the Village is approximately \$4.8 million dollars.

Knowing these costs should assist the Village and the Committee in prioritizing where repair work should go and stretch the dollars as far as possible. These paths listed are strictly the off-street paths and does not include striped paths or any of the pavement preservation that is completed annually through the Village's MFT Program. The work in this plan is incorporated into the Capital Improvement Program. Village staff alone have so far resurfaced approximately 3,000' of path and are planning to complete another 700' by the end of the paving season. The updated list of planned projects in 2023 are below:

- Contractor to resurface South Bartlett Trail from the horse farm to the library.
 - Contract awarded and plan to be complete by November 3rd at the latest.
- Finished resurfacing Newport trail through the 8-foot sections.
 - Pending future availability, staff will begin the portion from Stearns and Newport and head west towards Longford.
- Staff is currently prepping another 300' of path off Struckman, compared to the additional 1350' of path previously completed on Struckman.
- Developer to build/resurface paths in Brewster Creek Business Park
 - Summer-resurfacing ongoing
 - Awaiting final approval from DuPage County
 - Cook County approved the crosswalk improvements at Munger/Naperville.
- Striped the bike lanes on Spaulding Road from Lambert to Naperville as recommended in the Bike Plan.

PLANNING & DEVELOPMENT SERVICES MEMORANDUM

23-068

DATE: September 22, 2023

TO: The Chairman and Members of the Bike and Run Plan Advisory Committee

FROM: Daniel Harper, Village Planner

RE: **Bicycle Friendly Community Update**

Staff has submitted the Village's Application to be recognized by the League of American Bicyclists as a Bicycle Friendly Community. A community survey created by the League has been posted to the Village's Facebook page and was in the September 15th Trending Now eNewsletter. Awards for the Fall 2023 BFC submission round will be announced in December 2023.

PLANNING & DEVELOPMENT SERVICES MEMORANDUM

23-069

DATE: September 22, 2023

TO: The Chairman and Members of the Bike and Run Plan Advisory Committee

FROM: Daniel Harper, Village Planner

RE: **Active Transportation Alliance Recommendation Memo**

The Illinois Department of Transportation (IDOT) is currently updating their 2014 Bike Plan and developing a statewide Active Transportation Plan, inclusive of walking, rolling, and biking. Complete Street Coalition has been working with partners to develop a memo of recommended policies and programs for IDOT to consider as IDOT is developing this plan. The Coalition believes these recommendations will help strengthen the plan and set up the state for success in improving active transportation options and safety for all.

The Bike and Run Advisory Committee may sign in support of the recommendations in the memo. Please review the Complete Streets Coalition memo attached and provide a recommendation for the Village to sign on in support of the recommendations provided by the Coalition.

If your organization or group would like to sign on to this letter, please add your group's name to the end of this document OR email maggie@activetrans.org by Thursday, September 28 and we will add you.

We will be sharing this document with IDOT staff by the end of the month for their consideration. Thank you!

Policy and Program Recommendations for IDOT's Active Transportation Plan

On behalf of the 35 organizations and agencies listed below, thank you for your commitment to improving walking, biking, and rolling in communities across the state. The agency's work to update its 2014 Bike Plan into an Active Transportation Plan inclusive of walking and rolling is commendable and we are excited to see the positive impacts the final plan will have on the safety, connectivity, and accessibility of active transportation throughout the state.

Through numerous conversations with partners, municipalities, and advocates about policy, program, strategy, and goal ideas for the state's first Active Transportation Plan, the following ideas were compiled for your consideration. We believe these recommendations will help strengthen the plan, set the Department and plan up for success, and help Illinois become a healthier, cleaner, more equitable, and vibrant state for residents and visitors alike.

Active Transportation Plan Goals

In addition to the safety, connectivity, equity, and partnership goals identified in the plan overview, include goals to improve public health, the environment, economic vitality, and provide affordable, accessible transportation (including access to transit):

- **Public health & environment:** Providing safe and plentiful options for walking, biking, and rolling can help reduce chronic disease in children and adults and help shift trips to active modes of travel to improve air quality, reduce fossil fuel dependence, and decrease greenhouse gas emissions.
- **Economic vitality:** Boost the use of active transportation as a placemaking tool to build economically/culturally vibrant streetscapes where people live and work – change streets from being used to take people/wealth out of communities to becoming platforms for neighborhood economic development and places where people can age in place.
- **Affordable, accessible transportation:** Given that such a large share of trips are less than 5 miles, providing increased active transportation facilities and complete networks that provide access to key destinations will help create more affordable transportation options for road users and shift short trips out of vehicles on the roadway system. As a result, roadway capacity can be used for longer trips not possible by transit and reduce the pressure on IDOT to expand roadways.

Education

- **Recurring Staff Trainings** – Commit to regular, recurring Complete Streets trainings for IDOT staff, municipal staff, and transportation professionals throughout the state. Provide technical trainings and continuing education opportunities on topics such as emerging trends in facility design, bicycle and pedestrian network planning, traffic calming solutions, designing pedestrian facilities for accessibility, and applying design guidelines to context sensitive solutions. IDOT staff can additionally offer an ongoing education program for municipal planners and engineers on the development of active transportation projects and how to effectively collaborate with IDOT on them.
- **Travel Demand Management (TDM) Program** – Develop a statewide and/or regional Travel Demand Management Plan and Program to reduce single occupancy vehicle trips and facilitate greater awareness and use of the state’s public transit and active transportation networks. See [Washington State’s](#) and [Colorado’s TDM Plans](#) as examples.

Funding & Assistance

- **Increased Funding** – Given that the demand and cost for active transportation projects exceeds available funding, utilize latitude granted under federal law to strategically flex federal formula funds toward improvements to pedestrian, transit, bicycling, ADA, and other more sustainable modes of transportation. Additional money could be included in the Illinois Transportation Enhancement Program (ITEP), Safe Routes to School (SRTS) Grant, or a new funding program and could also be used to eliminate local match requirements for complete street projects. We suggest the development of a new program like the [Massachusetts Complete Streets program](#) that funds municipal development of Complete Streets plans and then unlocks additional state funding for communities to implement projects in the municipal plans.
- **Phase I Engineering** – Securing funds for Phase I Engineering (PE I) of a project can be difficult. This can prevent a project from moving forward and being awarded funding for other phases of a project. Allocate more funds to help communities pay for PE I for complete streets projects and dedicate a specified percentage of ITEP funds to PE I only projects. Additionally, state funds could also be set aside for Phase II Engineering to help create more shovel-ready projects around Illinois.
- **Prioritization Criteria & Equity** – Develop prioritization criteria for IDOT-led projects and projects identified in the state’s Active Transportation Plan that encourage investment in high-comfort bicycling, walking, and rolling facilities for all ages and abilities. Specifically, prioritize walking, biking, ADA, and safety investments in transportation disadvantaged and underserved areas including low-income areas, communities of color, and locations where major destinations are not accessible by walking, biking, or rolling.
- **Technical Assistance** – Many local agencies lack staff capacity or technical expertise to apply for grants and/or manage state and federal funding, which results in delays and returned or unused funds. Provide comprehensive grant development and project implementation assistance with a focus on supporting underserved communities.
- **Maintenance** – The requirement for local governments to commit to paying for maintenance often results in bike and pedestrian elements being removed from or not included in state route projects. Create a statewide maintenance fund and/or research other possibilities to assist disadvantaged communities, rural communities, and other often overlooked communities in meeting this requirement. Additionally, develop a standard process where IDOT staff begin

having maintenance discussions with affected municipalities and counties early in the project development process, either during the planning phase, Phase I engineering, or early in Phase II engineering. Early involvement will allow local agencies to weigh in on the facility design and its impact on maintenance and better plan for future maintenance needs.

Infrastructure, Design, & Evaluation

- **Design Guidance** – Recommend that IDOT formally endorse [NACTO's Urban Street Design Guide](#), which provides essential design principles for creating safe, multimodal streets in urban areas. The Departments of Transportation in Massachusetts, California, Colorado, Minnesota, Utah, Washington, Oregon, and Tennessee have all endorsed the guide.
- **Quick-build/Demonstration Projects** – Commit to providing technical assistance or develop a statewide program to support communities in planning, designing, and implementing active transportation demonstration projects.
- **Transit Connections** – Collaborate with transit providers, local communities, and other stakeholders to enhance active transportation connections to and from transit. Prioritize incorporating transit-supportive infrastructure into project development, including first- and last-mile connections.
- **Bicycle & Pedestrian Counters** – Deploy both permanent and temporary/moveable counter technologies throughout the state to understand where and how many people are walking and biking in a range of locations throughout the state. Also, consider implementing emerging technologies, such as [VivaCityLabs](#), to gather and analyze relevant data. Make the data publicly available.

Policy & Process

- **Healthy Transportation Policy Directive** – Adopt a departmental policy directive that states that all IDOT projects are to be designed and implemented in a way that ensures road users have access to safe and comfortable healthy transportation options on state routes. See [Massachusetts DOT's policy directive](#) as an example.
- **Evaluate 2007 Complete Streets Policy** – Evaluate the state's [2007 Complete Streets law](#) including evaluating to what extent it is successfully being implemented and resulting in complete active transportation networks with improved pedestrian/bicyclist safety. Pursue updates aligned with national best practices, including requiring the public documentation of any Complete Streets exceptions approved by the IDOT Secretary. More effective Complete Streets policies have fewer exceptions and clearly communicate the circumstances and process by which exceptions are granted.
- **Setting Speed Limits** – Move away from using the outdated and unsafe 85th percentile approach to determining speed limits. Adopt a Safe Systems approach that targets a safe operating speed for all users, especially on multimodal streets. In tandem with lower speed limits, proven safety countermeasures should be included in roadway projects to match design speeds with safer target speeds.
- **Accessibility Evaluation** – Develop a tool to evaluate how transportation investments affect active [transportation access to key community destinations](#). For example, [Virginia SmartScale](#) uses an Access to Multimodal Choices measure.

- **Level of Service (LOS) Requirements** – Level of service requirements prioritize cars over safety and are focused on easing congestion – as a result, roads and intersections get wider and overbuilt, negatively impacting bicyclists and pedestrians. Evaluate and adopt other metrics for IDOT to consider when evaluating projects that give all modes equal consideration in a project e.g. [multimodal level of service \(MLOS\)](#), Level of Traffic Stress (LTS), or Bicycle Level of Service (BLOS). It is critical to ensure that roadway design changes do not negatively impact pedestrians and cyclists in service of other transportation goals, i.e. adding turn lanes in the name of traffic safety which widens the intersection so that the experience is more dangerous and worse for pedestrians.
- **Multi-Year Plan (MYP)** – Complete Streets elements should be conceived of when a project is first initiated. Require that high-comfort Complete Streets facilities be included in a project’s scope in order for regionally significant roadway projects to be added to the Multi-Year Plan or the State Transportation Improvement Plan (STIP). High-comfort facilities could include sidewalks, high-visibility crosswalks, refuge islands, curb bump-outs, protected bike lanes, buffered bike lanes, side paths, and other separated facilities. When multimodal facilities cannot be added to a given roadway project, separate walking and biking facilities should be built nearby.
- **Excessive Costs Policy** – Remove any funding cap or excessive costs policy related to the amount of construction funds that can be spent to add complete streets facilities to a roadway project. This will allow for higher quality facilities designed for all ages and abilities to be included in more projects.

Staffing

- **Increase Staff Capacity** – IDOT staff are managing a large portfolio of transportation projects and current staff capacity is limited. Research opportunities to fund several new full-time positions at IDOT’s central and district offices. This would include more bike, pedestrian, and transit planners and engineers. Progress on our state’s active transportation networks requires having sufficient state staff to do the work.
- **Complete Streets Teams** – Designate staff in each IDOT district to champion Complete Streets and help implement several of the strategies listed in this memo. Ensure that Complete Streets staff are part of every roadway project team to ensure active transportation elements are included and that any roadway design changes do not negatively impact pedestrians and bicyclists.
- **Staff Recognition Program** - Create a staff recognition program for best active transportation projects developed by IDOT.

PLEASE ADD YOUR ORGANIZATION/GROUP BELOW

Signed,

Access Living

Active Transportation Alliance

Arlington Heights Bicycle Club
Batavia Active Transportation Commission
Bike Palatine Club
Bike, Pedestrian & Transit Subcommittee for the Village of Villa Park
Bike Walk Highland Park
Bike Walk Wilmette
Blackstone Bicycle Works
Center for Neighborhood Technology (CNT)
Chicago Heights Bicycle and Pedestrian Resource Center
Commuters Take Action
Cycle Brookfield
Elgin Community Bikes
Environmental Defenders of McHenry County
Evanston Bicycle Club
Friends of Cycling in Elk Grove
Friends of the East Branch DuPage River Trail
Go Green Illinois
Go Green Morton Grove
Go Green Wilmette
Illinois State Alliance of YMCAs
Jackson County Health Department
Joliet Bike Club
Major Taylor Trail Keepers Chicago
Metropolitan Planning Council
McHenry County Bicycle Club
Park Ridge Cycling
Peoria City County Health Department
Quad Cities Bicycle Club
Respiratory Health Association

Ride Illinois

Strong Towns Batavia

Village of Broadview

Walkers and Bicyclists for a Safer Community (Sun City, Huntley)